

GOOD BRAKES VS.

"BAD BREAKS"

Magistrate Wentworth Contends They Are Necessary to "Protect Us from Ourselves."

Compulsory Legislation Will Defend the Expert Wheelman from the Novice.

PROPOSED LAW STRONGLY OPPOSED.

Bicyclists Contend That Brakes in the Hands of Beginners May Be More Dangerous Than Inexperience.

The war is not between the "Brakes" and the "Anti-Brakes"—as the adherents of the Metropolitan Association of Cycling Clubs and the Cyclists' Federation are respectively known—over the absorbing controversy brought to life by Alderman Hall, aided by Magistrates Deuel and Wentworth, who would have every wheeling machine in the great metropolis, whether a child's tricycle or a Fowler sextet, mounted with a brake, as provided by the ordinance which they are endeavoring to have passed by the Common Council.

At the recent hearing given to the cycling public by the Law Committee of the Board of Aldermen, which still has the matter under consideration, but three advocates of the proposed measure appeared, as against a large and bold array of prominent wheelmen and wheelwomen who were on hand to protest against it.

The same proportion of adverse opinion seems to be apparent among the cyclists at large, the opinions of a few more of whom are given here:

CITY MAGISTRATE JOSEPH M. DEUEL: I am a wheelman; somewhat of a tourist in that line, and ride a great many hundreds of miles in a season, and my efforts in the direction of bicycle legislation have been and will be in the future to be governed only by a desire to benefit the great army of wheelmen and bring about the greatest good to the greatest number. The intense opposition aroused by the brake ordinance comes in the nature of a surprise to me, for I certainly would do nothing to curtail the interest or pleasure in cycling as a sport or a pastime. One argument advanced against the so-called "injunction" of the measure, and one upon which the opponents of the measure have become a great deal more than a little operative for some time to come, it would bring a burden of work and possible arrest and conviction to strange cyclists from out of town, who might come to the city without a brake. That part of it, I hope, has been provided for, and in the time the ordinance is supposed to be operative—that is, providing it becomes a law—the Cyclists bill, which I have drawn and had introduced into the Legislature, will, I hope, meet the emergency, and the necessity of spending a night in the lock-up will be kept to a minimum. The Cyclists' Federation have indicated that measure.

CITY MAGISTRATE THOMAS F. WENTWORTH: I should hesitate at this time, after the way I have had with the measure, to say anything that would further influence the committee who are now weighing the matter at this time, and to whom I will present my recommendation in a few days. I can only repeat what I said then, that the ordinance was not aimed at skilful riders, but at such weak performers as myself. I want the public to be protected from me as well as others, who ride in the streets. I am not a skilful rider, but I think I ought to know best whether I am dangerous or not when turned loose upon the public highways or parks. I do not fear the skilful rider, but I certainly should fear me. That I am not such an outrageous poor rider that it is gross negligence for me to appear in the streets I feel certain, but I do not think that the city should be held responsible in damages for permitting such as me to appear without restrictions. I cannot stop my wheel when going fast by "back pedaling." Lots of others cannot. It is almost impossible to keep within the eight mile an hour limit, and a brake might save the life of a rider as well as some one else. It does not answer the purpose to say, "Enforce the law against fast riding." If it is violated, what then? You are where you started, and we come to the question: "Can an ordinary rider come to a sudden stop when his wheel is going at a rapid rate of speed, more effectively by using a brake than by any other process?" I think so, and if I am right, it is our duty to adopt such an apparatus as will insure the feet should yield to the necessities of the many.

AMES P. CONWAY: I appeared before the Aldermanic Law Committee and spoke against the adoption of the ordinance on legal grounds alone, although I am personally opposed to a brake. I never have found the actual need for one, and the police and hospital records of the city do not carry out the plea of those who are working so hard to compel the great body of New York cyclists to spend from one-quarter to one-half a million of dollars in the purchase of brakes before June next, should the ordinance be enacted favorably. It would be a positive violation of personal rights and liberty, and these patriotic grounds alone should be protected by every fair-minded person, if for no other reason.

CHARLES W. COLEMAN, A YOUNG LAWYER AND CYCLIST: Yes! I certainly am opposed first, and last, and the ordinance, and to brake ordinance. One is a useless nuisance, and the other a gross injustice. The road or crowded thoroughfare or Park Driveway is no place for a novice. No one but a person who has mastered his wheel should be at large, and in that I agree with Magistrate Wentworth. All such should stick to the riding schools, or take to the country, until they have mastered the control of the machine. A quick turn, a cool head and "back pedaling" when in a jam of vehicles or other tight places are a safety, or a brake could not be used at all, or if it were, would mean disaster to the rider, his wheel and others. A brake will not contribute presence of mind or common sense, and without such qualities a brake is of no earthly use, and the danger who has it is not about to be deterred from riding and his wheel conducted.

R. G. HETTS, EDITOR OF A CYCLING weekly and member of the Political Association Committee of the Metropolitan Association of Cycling Clubs: When you come to stop down all the contrary and sentimental arguments of the opposing party you will find they talk a great deal of sense. There is not a practical brake in existence; that if there was one, the manufacturers and themselves would only be too glad to adopt and apply it. I would

willingly admit all their arguments, excepting only that a brake is useless. Allowing that "back pedaling" is a safeguard, I maintain that the additional use of a brake would be doubly so. That being so, it is our duty to favor a measure that can only be a benefit, and it is the duty of the Board of Aldermen to pass it.

HE SERVES TWO MASTERS.

Hoke Smith's Appointment Booming Allison Interests in Florida. Jacksonville, Fla., Feb. 12.—A novel feature of the fight being made by the Republican Presidential aspirants for Florida's vote at St. Louis is the fact that Allison's interests are in the hands of a man who enjoys a lucrative Federal office by favor of Hoke Smith, Cleveland's Secretary of the Interior.

This man is J. A. Honeywell, a negro who says he holds an \$1,800 position in the Bureau of Immigration. Honeywell is an Atlanta negro and says his office was secured for him by Secretary Smith soon after the latter entered the Cabinet. Honeywell lived in Florida and a few days ago, when he secured a month's vacation, he was hired by Allison to look after his interests in Jacksonville. Allison, Honeywell seems to think it is perfectly proper for an appointee of a Democrat to hire himself to look after the interests of a Republican. Honeywell speaks of "my good friend, Secretary Smith," and in the next breath invites a crowd of Jacksonville Tories to his house. Last night Honeywell gave a champagne supper to a lot of negroes. He left for Tampa this afternoon.

Allison's money, like Morrison's, is being wasted. Madison and Franklin Counties acted today. Madison instructed for a new law, and Franklin for a new law. It is hinted that the Republican bosses, who are for McKinley, have instructed their followers to make a "good thing" of the matter. The agents of Morrison and Allison and then give them the laugh.

VIGILANTES ARE ACTIVE.

Their Attention Turned to Alleged Cattle Thieves, Who Are Maltreated.

O'Neill, Neb., Feb. 12.—The Holt County Vigilantes, the same band which a year ago lynched Barrett Scott, is very active again. Lately they have turned their attention to alleged cattle thieves. Joseph Ryan, a reputable young stockman, tells a thrilling story of his experience on Monday. He had been in the vicinity of the Nebraska River to look at some cattle for sale by a man named Bilger. He and Bilger were out on the prairie, when suddenly six masked men rode up, and drawing six-shooters, commanded the two to surrender. Ryan complied.

"We were taken from our horses and blindfolded. My hands were then tied behind my back and one of the masked men hit me with a long whip. The rope was brought and placed around my neck. They then asked me what I knew about cattle thieves. I told them I knew nothing, but what I had heard. They said that would do; they would have to take me to the river and hang me. They then released me and told me to leave the country. There is much excitement here and fear of further trouble.

SMUGGLING JEWELS COMMON.

Seven-Eighths of the Diamond Business Carried on in This Way.

Philadelphia, Feb. 12.—Although Captain Loessli, of the steamer Rhynland, has been under constant surveillance, he has not been arrested.

Special Customs Agent Gallen, who boarded the steamer and secured the jewels from the captain, it being alleged that they were to be smuggled to Herman Knecht of Cincinnati, stated today that an investigation would have to be made before any arrests could be ordered. Agent Gallen said:

Seven-eighths of the diamond business has been carried on in this way, and the authorities want to break it up. I do not know of any other case. I had a diamond expert with me when the seizure was made, but as we had a poor light it was impossible to make a proper inspection. I will have a talk with Captain Loessli, but it is not likely that anything will be done for a long time. The matter will have to be thoroughly investigated before we can decide what course to pursue."

MARINE NEWS.

PORT OF NEW YORK.

ALMANAC TO-DAY.
Sun rises... 6:55 a.m. Moon rises... 12:01 a.m.
Sun sets... 5:31 p.m. Moon sets... 12:01 a.m.
HIGH AND LOW WATER TO-DAY.
GOVERNOR'S ISLAND. SANDY HOOK.
H. W. 1:05 a.m. 7:21 a.m. 1:13 p.m.
S. H. 5:30 p.m. 2:32 p.m. 7:51 p.m. 1:46 p.m.
High water at Little Neck, 49 minutes later than at Governor's Island.

Incoming Steamships.

ARRIVED YESTERDAY.

St. American (Dutch), H. Amsterdam, January 28, in ballast to C. R. Randelberg.
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GOING TO-MORROW.

SAIL TO-MORROW.

Pomerania, Glasgow... 1:00 p.m. 3:00 p.m.
Yumuri, Havana... 1:00 p.m. 3:00 p.m.
Santiago, Nassau... 1:00 p.m. 3:00 p.m.
Albatross, Nassau... 1:00 p.m. 3:00 p.m.
Libertad, Nassau... 1:00 p.m. 3:00 p.m.
El Dorado, Nassau... 1:00 p.m. 3:00 p.m.

SAIL TO-MORROW.

Chloride, Brunswick... 3:00 p.m. 5:00 p.m.
Colorado, Charleston... 3:00 p.m. 5:00 p.m.
Tonia, Savannah... 10:00 a.m. 12:00 p.m.
Crested Peak, Nassau... 2:00 p.m. 4:00 p.m.
S. H. Cambria, Porto Rico... 2:00 p.m. 4:00 p.m.

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EVANS IS THE CHAMPION.

The Boston Skater's Figure Work on the Ice Outclassed His Rivals.

Veteran Phillips Admitted the Winner's Superiority Over Any He Ever Saw.

N. Y. A. C. MAN FINISHED SECOND.

Good Was Third in the National Competitions, 60 Points Behind the Leader. Clever Twists and Pirouettes Evoked Much Applause.

The contest for the national figure skating championship was continued yesterday afternoon at the Ice Palace Rink. One hundred and twenty-five skaters were present. A large holiday crowd was present and liberally applauded the efforts of the different competitors. Evans, the Boston wonder, was in good form and won the championship.

The difference between Evans and the other contestants was more noticeable as the figures progressed. The work of Evans was remarkably smooth and finished. Phillips appeared to great advantage also. His style and movements were more graceful than those of the other skaters. He was awarded second place to Evans. Good was third, 60 points behind the leader.

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Phillips, in congratulating Evans, said: "I desire to say that you are the finest figure skater I have ever seen or competed against. I have been skating for twenty years. It is no disgrace to be defeated by a man who has beaten me so completely. I am proud to have been your opponent. I am proud to have been your opponent. I am proud to have been your opponent."

Herbert S. Evans, the champion, is a native of Boston and a well-known real estate broker. In 1893 he competed for the figure skating championship at Salem, Mass., and was awarded second place to Evans. In 1894 he went to Uelien, Canada, and captured the championship. Evans is the only American who ever visited Canada and won a championship.

The following is a summary of the figures skated yesterday:

Figure Sixteen—Gravelines, including Philadelphia "twist"—Evans's movements were executed with mathematical precision and grace. The work of Phillips in the Philadelphia "twist" was really commendable. He was awarded second place to Evans. Good was third, 60 points behind the leader.
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Figure Eighteen—Single and double foot spins, cross-foot and two-foot whisks—Evans took the ice first in this figure, but did not do so well. He was awarded second place to Evans. Good was third, 60 points behind the leader.

Figure Nineteen—Serpentine, on one foot and both feet change of edges, single and double—Phillips was at his best in this figure and his ingenuity in making a serpentine was heartily applauded. Evans did some very open and clean work also. The judges decided in favor of Phillips. Evans was second and Good third.

Figure Twenty—Loops and single, on inside and outside edges, single and in combination—Evans's movements were very noticeable in his loops and single and small circles. His manner of forming the Greek cross was magnificent. Phillips's work was also very good. He was awarded second place to Evans. Good was third, 60 points behind the leader.

The following table will show the number of figures won and points credited to each competitor:

Evans	1-15	16	17	18	19	20	Total
Phillips	8	2	0	4	4	4	116
Good	5	1	4	3	3	3	88
Triller	38	1	2	1	2	1	45

GOLF AT SHORT HILLS, N. J.

The Heavy Course at the Baltusrol Club Spoilt Good Play.

The course at the Baltusrol Golf Club has been in excellent condition all winter, but the recent rain, snow and cold snap put it in such a condition that the frosty ground gave way before the warm rays of the sun, and it made the links soft and muddy, and made matters extremely unpropitious for the players in their first handicap game yesterday.

The teeing grounds were the only points where the players could play to any advantage. Frequently the balls were in the greens in the usual shots, but the greens were soft and cuppy, and the putting was very difficult. The players' strokes to be lost and making all the scores large.

A record of the course is 45 for the nine holes, made by A. B. Patterson, of the Richmond County Golf Club, but the best score on this course for the same number of holes was made by Henry P. Toler and James A. Treg. Mr. Treg was the only one who played the full course, and he was beaten out by Mr. Toler, independent of the latter's handicap.

The guests of Mr. Beverly Ward, Jr., from the Knollwood Country Club, were: Howard A. Chubb, Jr., of New York; Miss Enos, Miss Adelaide Fitzgerald, Miss Anna Enos, C. du Fort Couder, Louis Laroque, and others. The guests were entertained by Mrs. John E. Morgan and Mrs. John E. Morgan.

Many of the guests undertook to follow the competitors over the course in the forenoon, but the soft ground soon made them abandon the idea. A summary of the scores follows:

Henry P. Toler, Out-38 Gross Hicap, Net.

John Farr, Out-32 Gross Hicap, Net.

James A. Treg, Out-32 Gross Hicap, Net.

B. Hardwick, Out-31 Gross Hicap, Net.

T. H. P. Farr, Out-28 Gross Hicap, Net.

L. St. Clair Colby, Out-28 Gross Hicap, Net.

L. P. Bayard, Jr., Out-25 Gross Hicap, Net.

Beverly Ward, Jr., Out-20 Gross Hicap, Net.

G. C. Kable, Out-17 Gross Hicap, Net.

L. P. Bayard, Out-17 Gross Hicap, Net.

J. E. Bull, Out-17 Gross Hicap, Net.

L. Laroque, Out-17 Gross Hicap, Net.

* Not for competition.

In the Cage at Princeton.

Princeton, N. J., Feb. 12.—The baseball season was begun in earnest to-day, when forty-five candidates from the freshman class entered upon the usual cage practice, preliminary to the work on the field.

The coaches were greatly encouraged at the good showing of the men and are confident of finding five acceptable men for the five vacancies on the team.

KILLED ON THE CENTRAL.

Three Trainmen Meet Death in a Midnight Collision at Macedon Swamp.

The Locality Remarkable as a Scene of Similar Railroad Disasters.

SHEEP AND HORSES IN THE WRECK.

Hundreds Wounded and Dying Filled the Air with their Piteous Moans—Frightful Mutilation of Fireman Hasford.

Rochester, N. Y., Feb. 12.—A serious wreck, caused by a collision, occurred before the New York Central train, at Macedon Swamp, at midnight. In which three men were killed and three severely injured.

The dead are: Fred Hasford, fireman, of No. 34 Pennsylvania avenue, this city; Thomas Welch, engineer, of South Greece; Charles Wood, fireman, of Dewitt.

The injured are now at the City Hospital. They are: William L. Phillips, of No. 83 Concord avenue, this city; thirty-six years old; arm broken, badly bruised; W. M. Goldschmidt, of No. 75 Davis street, this city, brakeman, aged thirty years; great concussion of the body; face and neck injured frightfully, and Daniel Wilson, brakeman, aged twenty-five, living at Globe Hotel, Syracuse.

All the dead and injured were brought to this city.

DUE TO AN OPEN SWITCH.

When the eastbound stock train of twenty-three cars, drawn by engine No. 502, Thomas Welch, of South Greece, engineer, and Charles Wood, of Dewitt, fireman, running on track No. 3 at a speed of twenty-five miles an hour, arrived at Macedon Swamp, four miles east of Fairport, it collided with a westbound train of seventeen cars. The eastbound train was composed of cars loaded with sheep and horses, while the westbound train, drawn by engine No. 508, W. L. Phillips, of Rochester, engineer, and Fred Hasford, of Rochester, fireman, was running light with empty cars and a few loads of coal and beef.

The scene of the wreck is a well-known spot to railroad men, for there have at least a dozen similar accidents occurred at Fairport. It should have continued on track No. 4, but when a westbound train was run, an open switch which was uncovered ran them on to the wrong track.

The trains came together with a fearful crash. Six cars loaded with sheep and horses were let loose and many were killed. The sheep were scattered all over the tracks and sixteen horses were killed. The sheep were scattered all over the tracks and sixteen horses were killed.

When the accident occurred several farmers in the vicinity of the wreck helped the crew to recover the body of the sheep. The sheep were scattered all over the tracks and sixteen horses were killed. The sheep were scattered all over the tracks and sixteen horses were killed.

The westbound locomotive telescoped into the end of the eastbound engine for one-third of its length. The cab of the eastbound engine was uninjured.

A pathetic scene was presented by the plight of the live stock. Hundreds of sheep were lying about the wreckage, and their moans filled the air. Farmers drove from ten miles around and bargained for the sheep at a low price. A Macedon butcher purchased a car load of 100 at this rate.

A dozen horses were sold at a low price. Among them were a number of the Percheron stallions. The loss to the railroad company will be heavy.

IN THE ROPED ARENA.

The East New York Athletic Club will give its annual show next Saturday at Scholastic Assembly Rooms, Atlantic avenue, Brooklyn. Col. Bailey, the well-known member of the Brooklyn Athletic Club, who is managing the club, has prepared the following program:

Jack Tully, William A. C. vs. Henry Harrison, 4 rounds at 10 minutes; Jack Keefe, Clipper A. C. vs. Jim Fox, 12 rounds at 3 minutes; "Ducky" Smith, six rounds at 2 minutes; Kid McFarland vs. Joe McNamara, ten rounds at 3 minutes.

Herman Dahut, who defeated Kid Arnold before the Morrisania Athletic Club some time ago, states that he is willing to match again, if he can secure the necessary backing. Arnold claims that the decision gained by Dahut was an unfair one.

There is no truth in the statement that the Long Island Athletic Association has gone out of existence. The club was never in better condition and has no fear of discontinuing its monthly shows. The next show is fixed for Monday, February 24, and the stellar event will be between Jack Hopkins, the "colored" whittling, and "Kid" McFarland, the rising young New York boxer. Eddie Sweeney, of this city, will be pitted against the champion of New York, a scientific and game boxer, and Frank Patterson goes against Henry Leon, a brother of Cassius.

The last four series of entertainments. R. M. Jack Dempsey was a light middleweight; he never weighed over 147 pounds in any of his great battles, while at times he scaled as low as 140 pounds.

The athletic club will be held Saturday night, when the following bouts will be decided: "Young" Cooke, Brooklyn, vs. together with "Keefer," Philadelphia A. C., eight rounds at 15 pounds; Billy Thompson, Imperial A. C., vs. Charlie Miller, West Side Hambers, eight rounds at 125 pounds; Jack Spence, Bessant A. C., vs. George Basille, Columbus A. C., six rounds at 135 pounds.

That event will be a special eight-round bout between Marty McKe, of this city, and Frank Bryant, of the Imperial A. C. in Fairport. The Columbia Athletic Club will give a professional boxing tournament on March 2 at the Grand Central Palace. Five special bouts of rounds each will be decided and liberal prizes will be offered.

The regular monthly star of the Greenwood R. A. will be held at Scholastic Park, Fifth street and Third avenue, next Saturday night. Three six-round bouts will be staged, between George Schmitt, at 155 pounds; Eddie Sweeney, Joe Burke, at 125 pounds; Mike Patton vs. Jack Celler at 150 pounds.

Thomas Seahan, of the Pastime A. C., who won the 125-pound championship of the Columbia A. C. will enter the professional ranks. He is anxious to get a chance at George Justice.

Jimmy Handler and Charley Johnson, the Minneapolis lightweight, are matched to box eight rounds and the Pittsburgh C. of Paterson, N. J., on the 24th of this month.

The Nassau Bank.

Corner Beekman and Nassau Streets.

Capital \$1,000,000. Reserve \$1,000,000.

Assets \$1,000,000. Liabilities \$1,000,000.

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LONDON BIDS FOR THE FIGHT.

National Sporting Club Offers \$11,500 and Expenses for the Mill.

A cablegram was received by the Police Gazette yesterday from the National Sporting Club of London authorizing R. K. Fox to offer a purse of \$11,500 and 200 expenses to each of the contestants if the Maher-Pittismins fight cannot be brought off in this country.

Mr. Fox is also authorized to offer a purse of \$200 400 expenses to Solly Smith for a contest with Willie Smith before the National Club.

The Winners at St. Louis.

The races at St. Louis yesterday resulted as follows: First Race—Five furlongs. The Ironworker, 8 to 1 and 2 to 1; won; Genardine, 3 to 1 and 1 to 1